

FOR WIDE BAY DIRECT.

THE JAMES AND AMELIA having been detailed at the request of the Customs, will clear at the Customs to-day at Noon, and sail the first fair wind. For freight or passage apply to **JOHN ROBERTS**, Albion Wharf, Bottom of Market-street. Passengers will please be on board at noon.

FOR WIDE BAY DIRECT.

THE NEW schooner LIBERTY, James Johnson, master, having cargo and passengers engaged, will positively sail (wind and weather permitting) TO-MORROW, Saturday, at 10 o'clock. For freight or passage apply to the master, on board; or, to **THOMAS CROFT**, Commercial Wharf. Here—This fine vessel has excellent accommodation for passengers.

FIRST VESSEL FOR MELBOURNE.

THE new clipper packet DART, having much of her cargo engaged, will sail with dispatch. For freight or passage apply to the master, on board; or, to **THOMAS CROFT**, Commercial Wharf. Here—This fine vessel has excellent accommodation for passengers.

FOR MELBOURNE.

THE PACKET BRIG CHRISTINA, Captain W. H. Saunders, will be ready to receive cargo on Saturday. For terms of light freight only and passengers apply on board; or, to **SMITH, BROTHERS, AND CO.**, 6649.

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ONLY VESSEL FOR PASSENGERS TO CALIFORNIA.

THE GLOUCESTER is now fast filling up; those passengers who have not yet completed their arrangements are requested to call on board at the Circular Wharf to inspect her lofty and well-ventilated "tween decks." **SHEPARD AND ALGER**, Packet Office, 470, George-street. 6663

FOR "SAN FRANCISCO," DIRECT.

THE fine schooner PETER L., 100 tons, has room for about ten tons light freight, and about five passengers. For particulars apply to **THORNTON AND CHURCH**, Custom House. 6646

FOR CALIFORNIA.

THE fine schooner LADY HOWDEN, 819 tons, G. H. Chalk, Com. 22, Church-hill; or, to **CAMPBELL AND CO.**, Campbell's Wharf. 6580

FIRST VESSEL FOR LONDON.

THE fast-sailing A1 British-built barque VICTORY, 516 tons register, S. Picken, commander. Has only room for a few bales wool, and will sail about the 20th instant. Has two cabins disengaged, and carries an experienced surgeon. Apply immediately to **ROBERT HOW**; or, to **GILCHRIST AND ALEXANDER**, 6562

NOTICE TO SHIPPERS OF WOOL AT MORETON BAY.

THE fine fast-sailing first class teak-built ship, 611 tons, Henry Courtney Loney, commander, will receive any wool ready for shipment for London, during her stay at Moreton Bay. Apply to the Captain, on board; or, to **F. ERSWORTH**; or, to **J. B. METCALFE**, Sydney. 6130

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THE fine fast-sailing first class teak-built ship, 611 tons, Henry Courtney Loney, commander, will receive any wool ready for shipment for London, during her stay at Moreton Bay. Apply to the Captain, on board; or, to **F. ERSWORTH**; or, to **J. B. METCALFE**, Sydney. 6130

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TREASURY BILLS.

TENDERS FOR BILLS will be received at this Office, every Monday and Thursday, at noon. The Tenders must be sealed, and in duplicate marked "Tenders for Bills," and addressed to **T. W. RAMSAY**, T. D. Com. Gen. 7158

SYDNEY FIRE INSURANCE COMPANY.

Chairman, T. W. Smart, Esq. Deputy Chairman, Charles Kemp, Esq. Directors, Messrs. J. R. M. Roby, Esq. Thos. Holt, Junr., Esq. W. R. Scott, Esq. Surveyor—James Hume, Esq. Secretary—George King, Esq. The Directors of the Sydney Fire Insurance Company call the attention of the public to the following reduced Rates of their Rates of Premiums:—
SECTION A.—Shed buildings, 5s. to 10s. per cent.
SECTION B.—Weather-boarded buildings, 15s. to 20s. per cent.
FIFTY PER CENT. of the Premium will be returned on the renewal, for twelve months, on all policyholders, who shall have the actual cost of Insurance will be ONE-HALF only of the above Rates.
Application for Insurance to be made to the Secretary, at the Office of the Company, No. 397, Pitt-street. 6789

AUSTRALIAN GENERAL ASSURANCE COMPANY.

Office, No. 488, GEORGE-STREET, SYDNEY. (Opposite the Bank of Australia.) CAPITAL—£400,000, IN 4000 SHARES. Directors, Messrs. H. H. Brown, Esq., Chairman, William Brown, Esq., Deputy Chairman, John Alexander, Esq., Wm. Fanning, Esq., Alex. Campbell, Esq., J. L. Montefiore, Esq. Marine Surveyor, Captain Ashmore, Kent-street North. The Directors attend daily to receive applications for insurances. Risks are taken on goods and vessels of forty-five tons register and upwards to all ports. The Board meets every Wednesday at one o'clock for the despatch of general business. Rates of Premium per cent. (with average):
Europe 2 1/2 Colonial trade (with average):
China, India, &c. 3 1/2
Java 3 1/2
South America 3 1/2
Mauritius 3 1/2
Bourbon 3 1/2
Cape of Good Hope 3 1/2
Tobago 3 1/2
Whaling vessels 3 1/2
For the voyage 3 1/2
Time risks 3 1/2
12 months 3 1/2
24 months 3 1/2
36 months 3 1/2
48 months 3 1/2
60 months 3 1/2
72 months 3 1/2
84 months 3 1/2
96 months 3 1/2
108 months 3 1/2
120 months 3 1/2
132 months 3 1/2
144 months 3 1/2
156 months 3 1/2
168 months 3 1/2
180 months 3 1/2
192 months 3 1/2
204 months 3 1/2
216 months 3 1/2
228 months 3 1/2
240 months 3 1/2
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264 months 3 1/2
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<http://nla.gov.au/nla.news-page1513327>

Mr. Hawes renewed the assurance that he was not aware of the intention to count out the House.

Mr. Hume expressed an opinion that the business should be proceeded with in the usual way, two hundred members were present; and hoped that the usual music to start when members who did not choose to attend to their duties would be compelled to vacate their seats.

BOY CANDIDATES FOR TRANSPORT.—At the Central Criminal Court, this week, two boys have been convicted of housebreaking; and the two boys, both of invertebrate habits of crime, furnished the usual excuse. The Judge—the Common Sergeant. Perhaps, he observed, it would be an act of charity to transport them. The two boys fully concurred; as they had no means of livelihood except thieving. "If," said one of them, "your Lordship will transport us, when we come we shall be men; and as nobody then will know that we have been thieves, we shall be able to get a living by honest hard work. If you send us to prison, we shall only come before you again; but if you transport us, we may live to thank you for it." They were sentenced to transport for seven years. Thus are the usual juggle kept up,—a set punishment being given to the boys, who are sent to the colonies as the usual means of obtaining refuge, and a charitable substance is flattered to the scales of Justice. What becomes of the "example?" Lord Ashley can tell Mr. Common Sergeant of hundreds of others grown up, who are in the situation of these two boys, and would be much more inclined to the same way by transportation—unless, indeed, it were to convert them into Norfolk Island. But the striking point is the astute intelligence displayed by the boys. They understood the whole bearings of the case, and could decide whether they were sincere or not, much a legislator might have come to learn the rationale of juvenile discipline from these young thieves in the dock.—*Spectator.*

REVIEW.

(From the Colonial Magazine for June.)

Rambles and Observations on the South Wales. By JOSEPH PRIEST, Townspector. London: Chapman and Hall, 1849.

MR. TOWNSEND introduces himself and his rambles by informing us that he sought to give the physician a case of such malady as is remedied by change of climate. His complaint he was troubled with, the doctor prescribed New South Wales, with its life in the open air and on horseback;—he added, moreover, that its efficacy was undoubted, as none of his patients who tried it ever returned to complain of its failure. Mr. Townsend insinuates that in his physician he fell foul of a wag and a humorist only; we, however, are inclined to recognize a sage, who had studied the true benefits of healing lore, and, with Macbeth's case of moral dyspepsia in his recollection, applied the same rule of art that dictated the memorable advice given by the court doctor of Dunsmuir. At all events it cannot be denied that he was partially successful. The mind employed in the composition of the "Rambles" was decidedly in a healthy state.

After a cunning man, who counselled the adventurer, is likewise counselled at the second page. Even such a one as the Tiresias, who in the drollery of Horace's satire, is interrogated by the wandering hero of the Odyssey as to the best ways and means of replenishing and emptying the stomach. And the son of Laertes or the nephew of Mr. Job, prospered in such matters, remains involved in artistic obscurity.

Especially profitable or not, the tour seems to have been pleasant enough. A single gallop after a young bull, that would not be won after a stock-yard, fairly distances the blue devil; and bulls, horses, and stock-yards, Australia supplies in great profusion to the pleasure-seeker. The pleasures and the perils of this pursuit are well known to all who take any interest in the antipodes. Mr. Townsend incidentally notices them, but his talk is by no means of bullocks exclusively. Deeds of gallantry and romances. The earth, the air, the seas and rivers, and all that dwell thereon and therein, fairs, fishes, man, beast, and tattle-gatherer, wild dogs, and the Wakafield river, are some of the topics which all his pages in more or less order.

Throughout all these we can hardly follow him. The Wakafield river we reserve for another occasion. In New South Wales it has been misapprehended by the Government, and mis-

[illegible]

